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Jerry Lamb and his wife, Susan, are planning

to visit “family” this June in Germany. — including two teenage daughters who aren’t theirs.

Huh?

The Lambs’ daughters came to them through the American Field Service, the oldest international student exchange program in the United States. Students spend nearly a year with their U.S. hosts learning about American culture and



Jerry and Susan Lamb with their “daughter” Laura.



Jerry Lamb at his family’s student exchange Christmas party last year.

Foreign Exchange

government. The question is, who learns the most? The students or the hosts?

“The program has changed our life,” said Lamb, who is an air traffic control specialist at the Rancho Murieta Automated Flight Service Station in California. “Young women and men become a part of your family over 11 months, so it is only natural that we refer to them as our daughter or son.”

In June, the lambs will travel to Germany with Laura, their second German daughter, to meet her family. They will also visit the family of Jennifer, their first German daughter. “The exchange student program has opened a new world for us. We are learning about different cultures.” In a sense, they’ve become exchange students themselves.

The Lambs’ involvement in the exchange program grew from personal disappointment.

“Susan and I reached a point in our lives that we wanted to be foster parents or adopt another child,” Lamb explained. But the couple found several obstacles stacked against them. Jerry’s work commute of more than 100 miles ate into family time, and recent surgery would complicate raising young children. “It’s funny how a disappointment can turn into a blessing,” said Lamb.

Foreign Exchange

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That was three years ago, and since then the Lambs have not only hosted their own “children,” but have helped place eight other foreign students with American families.

Lamb enjoys working with young people. For the past year he has been mentoring high school seniors who have an interest in aviation or science. One of his students completed a graduation project entitled, “Hazardous weather and how it relates to aviation operations.” Lamb taught the student about weather systems, charts and other models based on roughly 15 hours of FAA Academy instruction.

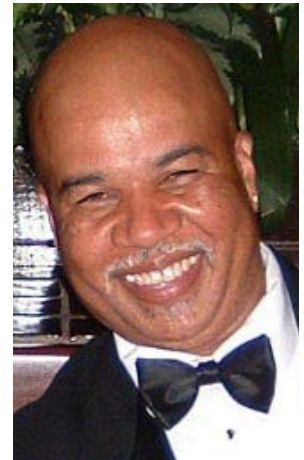
Lamb also gives education and career seminars promoting FAA. He talks about careers as a pilot, flight attendant and in flight standards professions and he instructs the students on how to apply for jobs with the federal government. ✈

When Nick Johnson hears the Miracles'

“Ooh Baby Baby,” he thinks of blue lights in the basement. “That’s the [song] you get to slow dance with the girl after doing all the fast dances like the Monkey, the Twist, the Jerk,” he explains, recalling a scene from his youth. “That’s when all the lights went dim. And then somebody’s mom at the top of the steps was yelling, ‘Turn those lights back on!’”

Johnson, manager of the capacity initiative division for the Air Traffic Organization, has a lot of opportunities to flashback to his youth as a co-host on XM Satellite Radio’s Soul Street “Potluck Wednesday.” The songs he grew up listening to and loving are the songs that are featured on what is affectionately called, “The Street.”

(For those who don’t have XM radio, check out Johnson on the telephone broadcasts every Tuesday (1-800-FAA-NEWS) and see him delivering AOA Highlights in this edition of Focus FAA. It’s under Opinion.)



Nick Johnson

Living on Soul Street

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Johnson has a long time passion for spinning records, but for most of his life it was a dream deferred. He wanted to be a DJ when he got out of the Air Force, but with a wife and child, he opted for the steady check of an FAA air traffic controller. He didn't expect to fulfill his dream until he retired from the agency, but his friendship with a local radio personality named Bobby Bennett accelerated his dream.

He landed a job playing rhythm and blues and soul music on a local public radio station in Washington after the original DJ, Bennett, left for XM radio. A few years later, Bennett hired Johnson for that company.

If you tune into Soul Street, you'll hear soul music from the mid-50s to the mid-70s. And every Wednesday, from 4:30 – 7 p.m. eastern time, Johnson and Bennett play special soul music features.

"Our hook is we not only entertain, we educate," he said. "We talk about the music, the artist, how the music came together."

He certainly has the background for his work, having collected 5,000 albums, 2,000 45s and 4,000 CDs. But he'd give away every one of them as long as he could keep his Smokey Robinson and the Miracles albums. He recently



*"We talk
about the
music, the
artist, how
the music
came
together."*

Living on Soul Street

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completed that collection by buying their first album at an auction for \$65. “I couldn’t pay it fast enough,” he said.

Recently, Soul Street has been featuring the top 40 hits from particular years. Johnson plays the hits, and talks about the top 10 TV shows and news stories for that year. “It’s kind of like history along with the music.”

Every other Sunday from 6 – 8 p.m. eastern time, he produces the Dr. Nick Doo-Wop show featuring doo-wop classics from the 1950s.

With the mellifluous voice of a professional DJ, did Johnson ever have the urge to doo-wop a little on his own? “There’s a reason DJ’s talk,” he said with a chuckle. “I can’t sing a lick. Not a lick.”

But he does have an interest in serious acting. He plays a “stern” high school principal on a cable access program in Prince George’s County, Md. “One of the things I’d like to do is take some acting lessons. Right now I just don’t have the time.”

He doesn’t have the time because he’s busy fulfilling his first dream. ➔

The teenage girl and young boy had suffered obvious trauma.

But what immediately caught Laura McWilliams' attention and chilled her blood was the empty infant car seat.

McWilliams, an administrative officer at the Anniston (Ala.) Automated Flight Service Station (AFSS), was driving back to work at noon on April 22 on Hwy. 21 outside of Oxford, Ala., when she happened upon the scene of a fatal accident. Two SUV's had collided head-on, creating a twisted mesh of metal that blocked both lanes of traffic. "It all happened so quickly," McWilliams remembered. "Metal was flying up into the air from the impact and a smoky cloud made visibility difficult." She pulled over, parked and ran to the SUVs to see if she could help.



McWilliams happened upon the scene of this fatal accident.

Heavy Metal Thunder

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One person had already died. The driver of the other vehicle would be pronounced dead shortly after arriving at the hospital.

But McWilliams was focused on the living as she managed to pry open a passenger side door and crawl inside to help. That's when she saw the empty infant car seat lying on top of a young boy and another teenager. McWilliams scoped the vehicle looking for an infant while calling out for help, telling bystanders a small child may be involved.

While assessing the passengers' injuries she noticed movement on the rear floorboard. That's where she found a 14-month old baby girl. She feared for the child's life until she heard it cry. "I knew even

the faintest of cries was a blessing." She removed debris from around the infant and tried to comfort her by stroking her cheeks.

McWilliams then returned her attention to two the other children, who had suffered compound fractures as well as other injuries. "The young boy was having trouble breathing. He wanted to be removed from the vehicle, but until emergency help arrived, I knew it was not in his best interest to be moved." McWilliams asked a nearby woman to help the boy by holding his head in a stable position until help arrived.

One of the young women in the SUV had a severely damaged arm and an open head wound. McWilliams made a bandage from

Heavy Metal Thunder

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loose cloth and applied pressure to her forehead to control the bleeding. The entire time she calmly assured them that help was on the way.

For a person who blanched at her son's pulled wisdom teeth, McWilliams considers herself the last person anyone would have expected to stop and offer assistance. "When you are put in an emergency where you have to react you just do it. Later, you look back and realize that you did the right thing. I would not hesitate to help again. This situation has brought a whole new meaning to the word 'family.'"

McWilliams says she has three families. She is married and the mother of two children. She has

her AFSS family of 15 years. And now, she considers the people she helped as a new extended family.

McWilliams has been vigilant with hospital visits, checking on their progress. "The baby had a broken femur and some internal bleeding. All the other passengers have undergone several surgeries and the surviving driver is still in the hospital on a ventilator." The prospects for the children are good. The driver's prognosis is unclear.

"It's strange how people are brought together. I'm glad I was there to help, McWilliams said." ➔

It's summer again. Time for beachcombing,

barbecues and beautiful sunsets. Oh, and don't forget thunderstorms, flight delays and frustrated travelers.

FAA and its stakeholders have been meeting this spring to figure out how to deliver the best service to their customers while tempering unrealistic expectations. The meetings, which produce the annual spring/summer plan (S2K5 in FAA lexicon), also give participants the chance to walk in each other's flip flops and understand how they plan to operate during the heated summer aviation season ahead.

**Mike Sammartino
makes a point
during an FAA
meeting with
stakeholders.**



S2K5 Strikes Again

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Each year since 2000, the S2K program has tried to raise awareness about issues regarding the National Airspace System and prepare stakeholders — including airlines, corporate aviation, the military and other interested parties — for the operational consequences of unsettled weather and other issues.

“[Stakeholders] are making choices, oftentimes based on assumptions about what the system is and does,” said Mike Sammartino, director of systems operations.

Sometimes those assumptions are wrong.

For instance, in recent S2K meetings around the country, some corporate pilots wondered why their high-altitude aircraft weren’t allowed to fly above airliners. What they failed to understand was the problem came not in high-altitude operations, but in the transition from takeoff to cruising altitude. Even though a corporate pilot might be taking off miles from a major airport, he or she would still be sharing airspace at some point during ascent with major airliners. This can cause safety and capacity issues.



“[Travelers] can understand the difficulties or causes of a traffic jam on the highway. Why not in the airways?”

S2K5 Strikes Again

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“They didn’t understand the significant complexities and how far they extend out into the system,” said Steve Bell, manager for National Air Traffic Management Training. Those complexities sometimes can extend hundreds of miles from a departure airport.

The military wanted airlines to understand its increasing need for blocking airspace to perform training missions. That might cause some sweaty palms among airlines — which would like to use that space for its routes — but the need to complete these missions before the pilots fly into combat is self-evident. “There’s a degree of tension in the information sharing process, in trying to make people aware of it and resolve it,” Sammartino acknowledged.

Passengers, too, need to be kept in the loop. FAA provides real-time information on flights via its www.fly.faa.gov site. But Bell thinks more can be done.

“The flying public [is] probably a lot more savvy and sophisticated” than we think, he said. “They can understand the difficulties or causes of a traffic jam on the highway. Why not in the airways?”

This year’s spring/summer plan is designed to take in all sides of operational issues. But one constant remains: Nobody is going to get everything they want this summer. Mother Nature has a way of seeing to that. ✈

WITH DAYJET CORP.'S ANNOUNCEMENT

that it is planning to begin service next year with hundreds of very light jets, FAA is preparing to meet the next new challenge to the National Airspace System.

Focus FAA spoke with employees who are involved in certificating these small 4-to-6-seat microjets to get their insight into this latest evolution in aircraft technology and commercial transportation.

Microjets cost a relatively inexpensive \$1.5 million compared to luxury corporate jets costing \$30 million and more. They provide greater

time flexibility because the smaller planes can fly in and out of secondary airports.

The Small Airplane Directorate in Kansas City, Mo., has been working with industry and FAA offices for the last four years to ensure the new light jets meet FAA safety standards.

Lowell Foster, a flight test engineer for the directorate and an instrument-rated pilot, thinks the jets will prove popular with business flyers, especially those on short trips.

He thinks that many business passengers will be willing to spend extra over a regular-



Lowell Foster

priced airfare to reach their destination and return in a day, avoiding waiting in airport lines, dealing with plane connections and spending money on hotels and food. "The light jets will use small airports and will cover distances less than 500 miles with a lot less hassle," says Foster.

Microjets on the Horizon

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Will more planes add more congestion to the airways? David Showers, acting manager of the Small Planes Directorate, said, “there will be more jets in the airspace and, depending on the destination and the flight miles, the small jets can fly at altitudes of 35,000 to 41,000 feet just like the big commercial jets. I’m sure it will mean more work for air traffic controllers because they will have to handle and separate more planes.”

Of concern to air traffic is not just increased volume of aircraft in the high-altitude cruise environment, but also

the wide differences in aircraft speed and performance that must be managed.

The Wichita (Kan.) Airplane Certification Office (ACO) is helping Cessna with the certification process for their Mustang microjet.

“The light jets are amazing,” said Margaret Kline, the

Wichita ACO manager. “Flight-testing can take six to 15 months. Tests are done at our facility and Cessna also tests privately. The final leg is to have a FAA representative on board to grade the plane and award the final seal of approval for the plane to fly commercially,” said Kline.



Margaret Kline stands in front of
the Cessna 510 Mustang microjet.

Microjets on the Horizon

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“I think the new jets are exciting and easier to fly than propeller driven planes. That is part of their popularity.”

The Fort Worth (Texas) ACO is certifying the Eclipse light jet, which DayJet Corp. plans to fly. Michele Owsley, Fort Worth ACO manager, said testing is rigorous. The planes have to pass and fly over a 50-foot obstacle during take off and must be able to fly well in strong wind gusts.

“I think the new jets are exciting and easier to fly than propeller driven planes. That is part of their popularity,” said Owsley. “The biggest obstacle we are up against is how the new small jets will use the airspace.”

While FAA sees benefits in offloading flights from major

hub airports, the very light jets will be operating in many of the same terminal areas and in the same cruise airspace as commercial jets. In many parts of the country, high-altitude sectors are very busy and very light jets will add to the complexity and volumes in those sectors. ➔

The San Jacinto and San Bernardino Mountains that

ring the Palm Springs, Calif., area make for incredibly scenic viewing of the Coachella Valley and beyond. But they also result in high visibility requirements for aircraft on approach to Palm Springs International Airport.

Those high visibility requirements changed in January for Alaska Airlines' Boeing 737

fleet when Palm Springs became the first airport in the lower 48 states to attain approved Required Navigation Performance (RNP) procedures.

RNP uses a combination of onboard navigation technology and the Global Positioning System satellite network, rather than relying exclusively on ground-based navigation aids. It

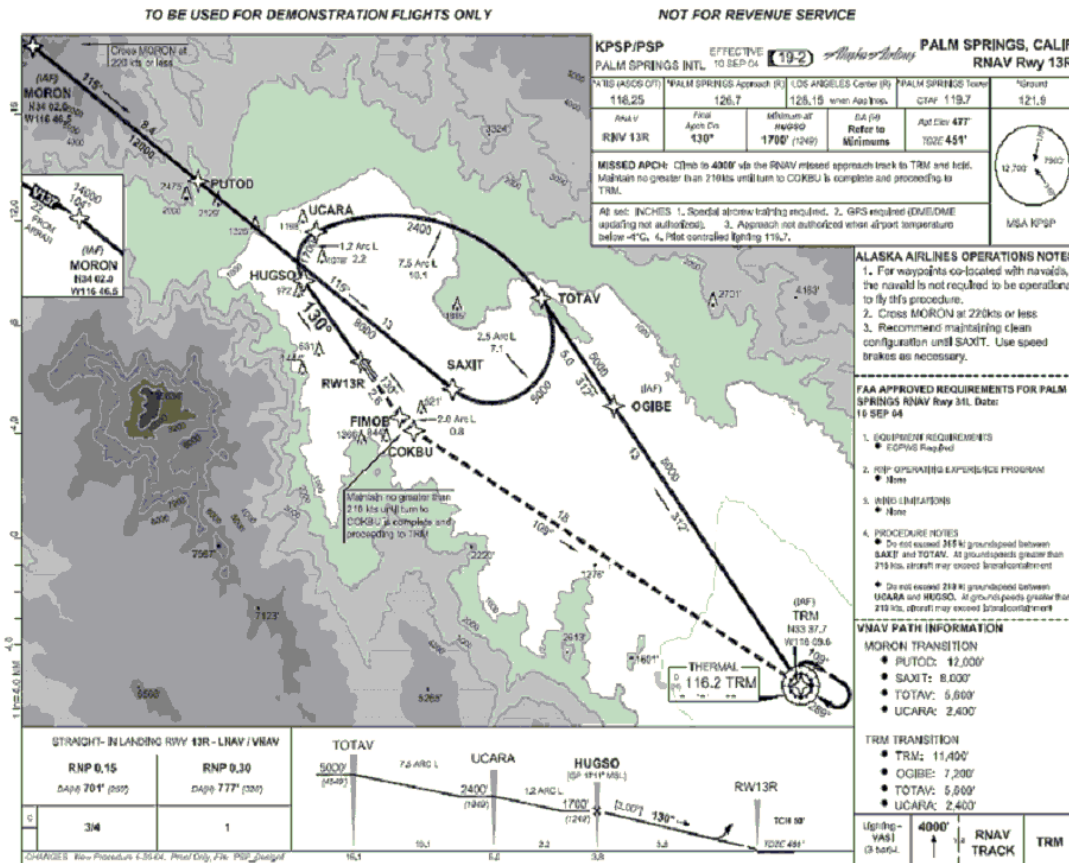
allows flight crews to fly aircraft along a precisely defined, computer-plotted path with pinpoint accuracy and both lateral and vertical guidance.

It's that "pinpoint accuracy" that reduces



Timothy Miller

RNP = Pinpoint Accuracy



This screen shows the RNP approach to Runway 13R at Palm Springs International Airport.

the minimums at Palm Springs airport as well as provides an efficient IFR option in lieu of night visual approaches.

And it is RNP's pinpoint accuracy

— which directly translates to greater safety — that makes implementing RNP procedures the number one strategic initiative in the FAA Flight Plan under the safety goal.

RNP = Pinpoint Accuracy

RNP brings other benefits as well. Pat Zelechowski, team lead for RNP in Flight Standards, sees three main benefits from implementing RNP procedures. “First, of course, is safety. There are also access benefits — helping get to an airport where we couldn’t have a conventional approach. And there are capacity benefits, as well, since with greater precision and better utilization of airspace, more aircraft can fly more closely.”

Alaska Airlines is experiencing substantial benefits from RNP at Palm Springs with fewer cancellations, delays, and diversions.

The successful introduction of RNP at Palm Springs was a team effort. FAA’s Certificate Management Office (CMO) reviewed Alaska’s request for

RNP. This review covers operational procedures, pilot and dispatcher training, inclusion in checklists and manuals, and much more.

“During the operational review the CMO’s aircrew program managers evaluate the procedures in the simulator and follow this with a validation flight in the aircraft,” said Timothy D. Miller, supervisory principal operations inspector.

The request then went to Flight Standards Flight Technologies and Procedures Division. This is where Flight Standards’ Zelechowski and Barry Miller from the Aircraft Certification Service came into the picture. They reviewed the request and the package for safety risk with a special look at the individual capabilities of the aircraft to

RNP = Pinpoint Accuracy

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*“There are
capacity benefits
... since with
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and better
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airspace, more
aircraft can fly
more closely.”*

operate within the specific
airspace.

After their approval, the
principal operations
inspector issues the
approach to the carrier
and authorizes its use.

Right now, Zelechoski
explains, each new RNP
procedure at each airport
is a special request. “It’s
important to do it right
the first time, so we don’t
have to do it over later.”

The Palm Springs
procedure is the first of
five RNP procedures

called for in this fiscal year.
Additional candidates
include Houston, Newark,
New York Kennedy,
Washington’s Reagan
National, and Portland,
Ore.

FAA is working with
Alaska Airlines and other
carriers to standardize
RNP procedures for other
users at Palm Springs. ➔

Good Things Come in Small Packages

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By Marion C. Blakey

We're starting to pay more attention to small aircraft and small airports, and that's just as it should be. Good things do come in small packages.

The only thing small about the Small Aircraft Transportation System is the size of the aircraft. The system itself holds enormous potential for the way we as a nation will fly in the coming century. We need a system that's flexible enough and has enough capacity to accommodate very light jets or large commercial jets at airports large and airports small. Literally, whatever the thinkers of aviation can dream up, they have.

Small airports are an untapped resource, and they'll be a major part of our integrated next generation transportation system. There are more than 5,400 small airports out there, and 98 percent of our country lives less than a 30-minute drive from any one of them.

SATS is just the engine for those small airports. It will help provide the cockpit technologies — such as digital data links, GPS, synthetic displays of terrain and onboard conflict detection that will make smaller airports become more accessible to people. The more travel into and out of the smaller airport, the less stress on the bigger, busier airports. It's academic ... and it's a lesson we can't afford to miss.

We've been hard at this for five years already. NASA and the FAA have formed a dynamite team that's up to a dynamic challenge. The FAA's efforts to boost capacity at the big airports draw lots of attention. Our efforts with SATS are no less important. In order for the next generation transportation system to succeed, we need success with small aircraft and small airports. We've always known that good things come in small packages. What we're seeing today is proof that great things come in small packages as well. ➔

Deviations

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AOA HIGHLIGHTS

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NEW YORK TRACON REPORT RELEASED:

What we are about to report is not a happy story for the agency, but FAA management has stepped up to the plate and is dealing firmly with an unfortunate situation at the New York Terminal Radar Control (NY TRACON) facility. This story has nothing to do with the professional way that controllers manage traffic, day in and day out. That's a good news story.

The bad news story began with a series of "partnership" agreements with local NATCA representatives in the early 1990's, in which the agency surrendered key management responsibilities

and prerogatives in the areas of staffing and scheduling. The result was a wasteful schedule that maximized overtime usage, resulting in the facility incurring the highest overtime costs of any of the FAA's seven large TRACONs, even though the facility has more controllers onboard — but handles fewer operations per controller — than most other large TRACONs. In 2004, the NY TRACON spent \$4.12 million in overtime pay — more than double any other large TRACON. After management stepped in earlier this year to curb overtime abuse, there was a sudden rash of anonymous

calls to the Administrator's Hotline alleging unreported operational errors (OEs) at the NY TRACON. A special team went there to investigate and, long story short, did detect separation errors on the radar tapes but found that the NY TRACON is more than adequately staffed, and that the operational errors were not caused by understaffing or workload. In fact, a lot of the operational errors detected in the audit were technical "compression" errors that result from managing traffic efficiently on final approach — not really mistakes at all though classified as "OE's" under our current system. It's

AOA HIGHLIGHTS

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like going 61 MPH in a 60 MPH zone. That's why the Administrator is directing the ATO to come up with more realistic separation criteria — so we don't label efficient management of traffic as "errors" any longer.

Most importantly, the team found that public safety was not, and is not, being jeopardized.

Don't take my word for it, read the report — the executive summary as well as the full report — because you are going to read and hear conflicting views over the next several days.

If you hear that the agency is "bashing" controllers, that's simply not true. If anything,

the report confirms what we already know — that our controllers at the NY TRACON do a fine job managing traffic. And the report blames both NATCA local and management for allowing waste of taxpayer resources at the NY TRACON. Fortunately, it ends with a series of recommendations to bring the situation under control.

WE CAN'T CONTROL WEATHER, BUT

WE CAN PREPARE FOR IT: The Administrator was up before the Senate aviation subcommittee last week

talking about congestion and delays — mostly what we are doing about it, not just for the heavy travel season and thunderstorm season

immediately upon us, but for the long haul.

"Last year," the Administrator told the panel, "688 million passengers flew. This year, we expect that number to climb to about 715 million. But with increased traffic comes delays and congestion. Last year set a record for delays, with some 455,000. I think it's important to note that 70 percent of these were attributed directly to the weather. We may not be able to control severe weather, but we can prepare for it."

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AIRLINES ARE EAGER FOR MORE RNAV:

Among the innovations the Administrator talked about at the above hearing was area navigation, more commonly known as RNAV. RNAV has been around for a long time, but without sophisticated on-board sensing equipment, there wasn't wide use of it in crowded terminal areas. But with the kind of sophisticated on-board capability currently available on many aircraft, RNAV is really starting to pay off for the airlines and for us, as Atlanta is demonstrating (see below). With Required Navigation Performance, which requires an even higher level of sophisticated avionics, RNAV can soar to

the next level. (See RNP article this issue.)

A recent article in *Aviation Week & Space Technology* reports that airlines are eager to get more RNAV procedures around the country so they can start reaping the fuel-saving benefits that Delta is starting to realize at Atlanta after it began to fly 13 RNAV standard instrument departures approved by FAA.

IG PREDICTS SLOW SUMMER AT SIX

AIRPORTS: DOT Inspector General Ken Mead predicts "six U.S. East Coast airports will be hit with significant flight delays and disruptions this summer as the industry faces one of the busiest

travel seasons in 15 years," according to today's Aviation Daily. Mead, who testified at the same Senate hearing cited above, told the panel that Philadelphia, Washington Dulles, New York Kennedy, Newark, Fort Lauderdale, New York LaGuardia and Atlanta are 'the airports to watch' for particular congestion problems this summer.

DRAW A LINE IN THE SAND, SAYS

MICA: There was another hearing last week before the House aviation subcommittee that was labeled, "The U.S. Jet Transport Industry: Global Market Factors Affecting U.S. Producers."

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One person described the hearing as like watching a movie trailer for the next summer blockbuster rather than the normal, humdrum committee hearing. Blackmail, bribery, billions — these were the words being used to describe the concerns the U.S. jet transportation industry has regarding what they claim to be unfair subsidies to aircraft manufacturer Airbus by foreign treasuries.

Since Airbus' creation in 1970, Europe has justified subsidies to the company as necessary to support an "infant" industry. The U.S. says, 'that time is over.'

John Mica, Chairman of the House aviation

subcommittee, said the time has come for the U.S. to "draw a line in the sand" and stop the unfair and illegal subsidization of Airbus." Airbus recently announced it was pushing back the delivery of the A380 by six months. The [announcement](#) came less than two weeks before the "Paris Air Show, which is expected to showcase the A380 as a triumph of European industrial collaboration."

NASA DEMONSTRATES SATS CONCEPT:

The Administrator was in Danville, Virginia, on Monday, June 6th for a demonstration of the capabilities of the small aircraft transportation system (SATS). The aim of SATS,

spearheaded by NASA, is to make use of smaller general aviation airports, like Danville, that lack radar coverage or instrument landing capabilities and let pilots provide self-separation using on-board equipment. This would provide more capacity to the national aviation system without burdening the major hub airports. With SATS, people would be able to take a safe, affordable small plane from their neighborhood airport to a destination as much as a thousand miles away, without having to go through crowded hub airports at all.

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SATS 2005: A

Transformation in Air Travel

is the result of five years of research conducted by NASA's SATS project, the National Consortium for Aviation Mobility (NCAM) and the Federal Aviation Administration.

HOW DO YOU SPELL RELIEF: Last week, the New York Times reported there's a "consensus building" to relax the ban on the use of cell phones on U.S. commercial flights. The ban was imposed in 1991 to prevent possible interference with aircraft communications equipment. The ban won't be lifted any time soon, if it's lifted at all. But, if it is lifted, regrettably we will have to say goodbye

to one of the last remaining sanctuaries where you could find relief from the constant chattering of cell phone users around you. Several years ago, my wife and I were in Italy and at the end of the visit boarded a train to visit her uncle and aunt in Switzerland. The trip took us through some of the most magnificent mountain scenery anywhere. The only flaw is that some guy sitting near us spoke — or perhaps yelled would be better — on his cell phone for nearly the entire trip, totally oblivious to the extreme annoyance he was seeding around him. If looks had been daggers, he would have been slain early on in the trip.

THE LAST WORD: The identity of "Deep Throat," finally revealed after more than 30 years of speculation, has this town atwitter. Depending on whom you talk to, Mark Felt is either a traitor or a patriot. That's pretty much the pattern of the nation's capital these days on almost every issue. We live in a binary world — on or off, one or the other. The principle that "virtue is in the moderate, not the extreme position" (in medio stat virtus), revered from time immemorial, no longer holds sway. That's for wimps. Political discourse is dominated by the fringes of both parties, and the "gray middle"

AOA HIGHLIGHTS

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where most of the world lives is pretty much ignored or considered a wishy-washy haven for people with no backbones.

There's a scene in the new novel *Saturday* by Ian McEwan in which the father and daughter meet after a short absence. After the usual affectionate greetings, the dialogue quickly turns to an anti-war protest taking place in London before the Iraq war started. Suddenly, the conversation turns hostile, the positions harden. The daughter believes she is right, and when her father expresses some doubt on where he stands, she can't abide it. The dialogue is over.

Newsweek columnist Anna Quindlen recently cited Columbia University President Bollinger, who described intellectual inquiry this way: "To learn to ask: 'Is that true? Maybe there's something to what she just said. Let me think about it. That's interesting. Maybe I should change my mind. I changed my mind.'" When is the last time you can honestly remember a public dialogue, asks Quindlen, or even a private conversation, that followed that useful course?

The movie "Off the Map" is quite good. It stars Joan Allen as the mother (terrific), Sam Elliott as the father, and Valentina de Angelis as

the precocious 11-year old daughter. De Angelis will blow your socks off. Let's hope we see more of her.

The movie "Ladies in Lavender" is even better. It stars the British actresses, Maggie Smith and Judie Densch. If certain wines improve with age, so do these two actresses. A boffo performance by both of them.

Gerald E. Lavey

**Deputy Assistant Administrator
for Internal Communications**

Office of Communications ➔

“When I was a kid....”

Did you roll your eyes as a child when your Dad started off a sentence like that? Well, looking back, old Dad was probably a lot smarter then you gave him credit for. With Father’s Day approaching (June 19), we want to know the best advice your father ever gave you. It can be wise or witty, or whatever, as long as it stayed with you all these years.

Email jim.tise@faa.gov.

Feedback

Following are emails concerning the Memorial Day features on four Americans who died in Iraq. The first letter is from the father of one of the Marines profiled.

Moving Tribute

Thank you for your very moving tribute to Dimitri. Your presentation was exceptional.

God bless our country.

Chris Gavriel

New England Region

Heavy Heart

It is always with a heavy heart that I embrace the Memorial Day weekend, as it gives me a chance to reflect on the friends I left in Vietnam. Having spent four years serving as a helicopter crew chief with the United States Marine Corps, it is painful to read about lost brothers.

Your Two Cents

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Two years ago they had a Memorial day celebration at Broad Run High School in Ashburn, Va. They wanted to recognize all the faculty and staff that were veterans. Out of approximately 200 employees there were two, one of the building maintenance workers and the other a female physical education teacher. It is a major commitment to dedicate two, three, four or more years of your life to your country.

No words can ever soothe the hurt one must feel when they lose a family member to a far away war. But rest assured, there are a few of us who are extremely thankful that they made the commitment, and deeply hurt that it resulted in the ultimate sacrifice. In my mind they are all heroes.

George Dabrowski
Washington Headquarters



Powerful Impact

Those stories have such a powerful impact. As you read them it really gives you perspective on the power of emotions and how moving the written word can be. These fellow Americans and fallen comrades will be in my thoughts and prayers. Thanks.

Chuck Allaman
Great Lakes Region

Serving Our Country Proudly

This Memorial Day commemoration issue was very touching. I really enjoyed reading about the loved ones of FAAers who served and are serving our country so proudly. My sympathy goes out to the families of the ones who have lost their lives. All of us

need to pray daily for the safety of those who remain in the fight.

Mary Ann Hogue
Central Region

Not Just Another Federal Holiday

I am sincerely grateful that FAA Focus honored the people that gave their lives for this country. To those who knew them, [Memorial Day] will always be more than “just another federal holiday.”

My father and the rest of the aircrew of a U.S. Navy patrol plane were killed on duty on Jan. 30, 1963. His name was Clifford E. Carpenter.

Clinton E. Carpenter
Eastern Region

